

SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY  
REPORT

**INFORMATIVE** **CONFIDENTIAL**

COUNTRY [REDACTED] 7 NOV 51

SUBJECT Two Shipbuilding Yards and a Chain Works at Rostov NO. OF PAGES 3

PLACE  
ACQUIRED

NO. OF ENCLS. 1  
(LISTED BELOW)

DATE OF  
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Location and Description

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1. Two shipbuilding yards at Rostov, to one of which is attached a chain works, are described as Yard I and Yard II in this report.

2. Both yards were damaged during the war and reconstructed shortly after the departure of the Germans.

Labor

3. Work in both yards was carried out in two shifts of 8-10 hours. By mid-December 1949, all German PWs had been replaced by Soviet nationals.

Security

4. On the land side, both yards were surrounded by barbed-wire fences, approximately 2 m high. Each yard had an entrance guarded by factory guards, and sentries were posted along the water front. Workers' passes were checked at the gates.

Raw materials

5. Timber and metal were delivered at the yards by barge and also overland.

Yard I

6. Yard I is a shipbuilding and repair yard approximately 600x300 m, located on the southeast outskirts of Rostov, due west of the Rostov - Bataisk Railway. See Sketch No. 1.
7. The yard produces barges of large dimensions.
8. The number of workers was approximately 1,000 (500 per shift), including about 400 German PWs and the remainder Soviet civilian workers and convicts.

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Yard II

9. Yard II is a shipbuilding and repair yard and chain works, located approximately 3.5 kms west of Yard I. The yard covers an area 600 x 700 m. See Sketch No. 1.
10. The yard produces electrically-driven dredgers. The yard was working on an order for 12-16 dredgers for the construction of the Volga - Don Canal. By the end of November 1949, 5-6 dredgers had been completed and delivered.
11. The number of workers was about 1,200 (800 per shift), including about 450 German PWs and the remainder Soviet civilian workers and convicts.
12. The chain works is attached to Yard II and was built in 1947. Production consisted of heavy chains, mainly anchor chains. Production was completely mechanized, and American machines were used. The number of workers was about 250 (125 per shift), including about 100 German PWs and the remainder Soviets, including women.

Key to Sketch No. 2 with amplificationsYard I

- 1) Work hall, concrete, about 300 x 400 m and 12-15 m. high; open on the river side and equipped with several broad sliding doors on the other sides. Work proceeded here on simultaneous construction of 1-2 barges.
- 2) Area with wooden storage sheds, connected with the waterfront by narrow-gauge railway for transporting materials delivered by barge.
- 3) Single-story wooden administration building, approximately 20 x 20 m.
- 4) Entrance gates for workers and vehicles.

Yard II

- 1) Work hall, concrete, approximately 400 x 400 m and 15 m high; open on the river side and equipped with several broad sliding doors on the east and north sides.
- 2) Area with wooden storage sheds (similar to Yard I), connected with the waterfront by narrow-gauge railway for transporting materials delivered by barge. Heavy materials were unloaded from the barges on to flatcars by a crane on the shore.
- 3) Single-story wooden administration building approximately 20 x 20 m.
- 4) Chain works, annex to shipbuilding hall. Work hall approximately 100 x 400 m, open towards the shipbuilding hall, with sliding doors on the other sides.
- 5) Wooden storage sheds for materials for the chain works.
- 6) Single-story brick building, storage of finished chains.
- 7) Same as 6.
- 8) Small office building.
- 9) Entrance gates for workers and vehicles.
- 10) Narrow-gauge railway, equipped with flatcars and two mobile cranes.

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Attachment: Two sketches on one page.

Comment:

Yard I is the

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Krasny Plot Yard and Yard II is the Krasny Don.

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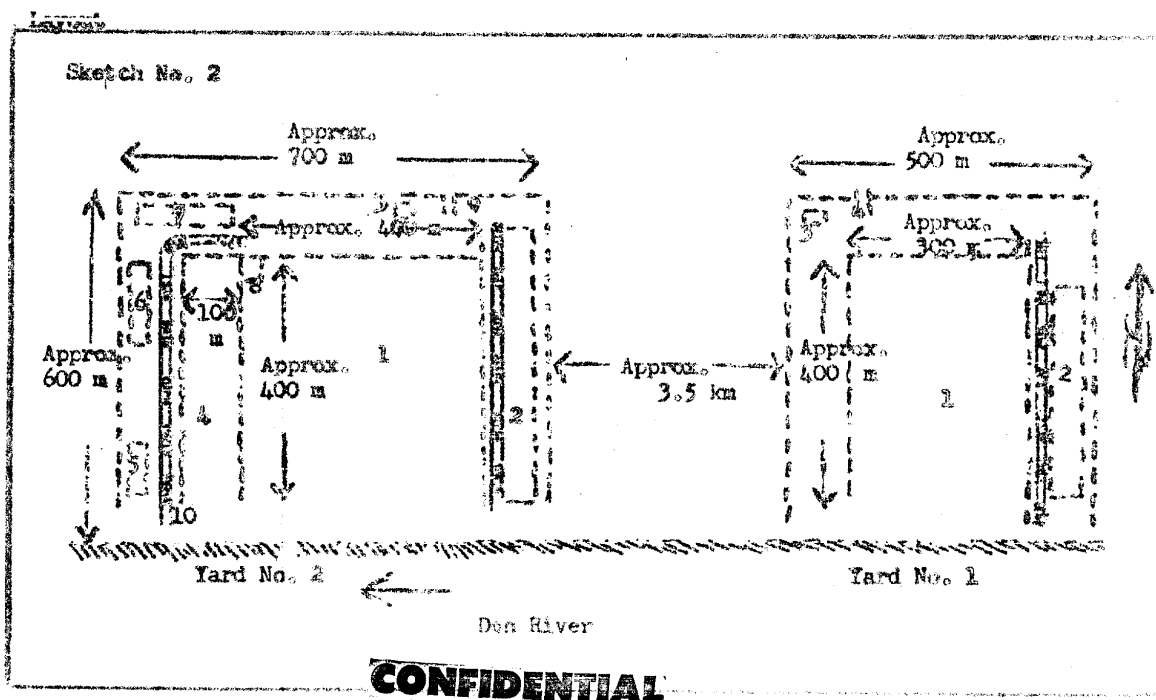
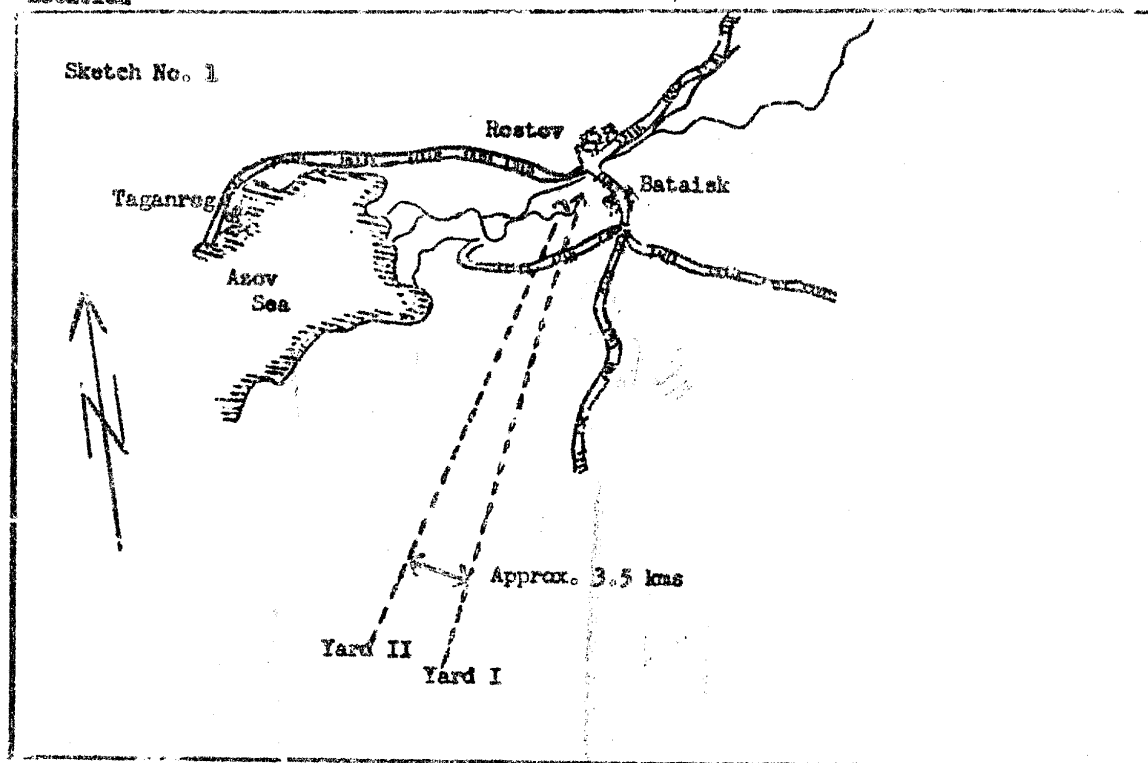
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Attachment

Two Shipbuilding Yards and a Chain Works at Rostov

Location

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